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SECURITY INFORMATION

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COUNTRY Germany (Soviet Zone)

REPORT NO.

TOPIC Puetnitz Airfield

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EVALUATION see below

PLACE OBTAINED

DATE OF CONT

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DATE OBTAINED

DATE PREPARED 31 October 1951

REFERENCES

PAGES 3 ENCLOSURES (NO. &amp; TYPE)

REMARKS

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1. Source learned [redacted] that the town administration at Ribnitz had to procure quarters for a total of 2,000 laborers, including 1,200 of the Bauunion Waren, 400 of the Bauunion Dresden, and 400 of a private firm from Brandenburg. The laborers were employed at Puetnitz airfield. According to the deputy Buergermeister, 3,000 Russians were expected to arrive at the field in October 1951. (1)

2. Between 10 and 16 September, about 1,800 laborers, a large portion of whom came from Saxony, were employed at the field. The Soviet and German construction staffs were quartered in the same brick building. Ulrich (fnu), the German construction superintendent, who came from Wittstock, had been discharged about six weeks ago. His successor was Rother (fnu). The Soviet construction staff was headed by a major. (2) A Soviet labor detail of about 100 soldiers who wore red-bordered black epaulets was stationed at the field. The soldiers were quartered in six tents on Koeppenberg near Lake Ribnitz. Truck [redacted] was seen near the tents. The detail, equipped with 4 tractors and 4 graders, worked on the eastern and western extensions of the runway. Other equipment available at the field included 8 to 10 concrete mixers of the Regulus type, 6 to 8 Diesel locomotives, and 12 km of narrow-gauge field railway tracks. 25X1C

3. The new runway, about 60 x 2,000 meters, started 200 meters west of Lake Ribnitz, 150 meters north of the old runway, and terminated 100 meters east of a strip of woods referred to as Lange Raemel. The wooded area south of the planned runway was cleared while most of the section north of it was still covered with trees. The exact course of the runway has not been determined. (3)

4. The old runway, 80 x 300 meters and located in the southern section of the field, forms part of the new circular taxiway. It runs to the west as far as a point about 100 meters from the lake. Construction at the field started with the concreting of the taxiway and construction of two connecting lanes. One was to connect both the old and new runway at the west end and the other was to connect the old taxiway with the northern section of the field. This old taxiway was 1,000 meters from the end of the northwest curve to the beginning of the east curve, where it turned to the south and extended as far as the old runway to the east. It was completed and had a width of 16 meters. (4)

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5. Concreting on the runway was completed except for a strip of about 500 meters to the east where excavating was still being done. (5) Concrete for the runway was being mixed at the following ratio: 5 hundredweights of cement, 4 carloads of crushed stones, 0.5 cubic meter of gravel, and water. Five dumpcar loads of this mixture were needed for concreting an area of 4 x 5 meters with a thickness of about 15 cm. Drainage pipes were laid on both sides of the completed section of the runway.
6. Two fuel dumps, each about 40 x 150 meters, were both north and west of the northwestern curve of the taxiway. Two containers were observed in each dump. West of the curve of the taxiway there were two hangars, each about 40 x 100 meters, and two destroyed hangars with concrete aprons in front. (6) Sixteen barracks buildings were located in the woods north of the field and three additional barracks buildings between Quitschenbusch and the lake. (3) The buildings had a capacity of about 3,500 men. They were guarded by 20 to 25 VP men. Some of the buildings were occupied by refugees who were leaving because the buildings had to be evacuated.
7. A single-track standard gauge railroad siding 6 km long and leading from a point south of Damgarten railroad station to the airfield was completed in March 1951. Cement was stored in a shed at the end of the spur track. From 18 to 23 carloads of gravel and cement arrived daily on this spur track.
8. The nationalized shipyard Boddenwerft was located west of the three barracks buildings in the northwestern section of the field. (7) Repairing of barges and small fishing-boats was being done there by about 150 German laborers. No Russians were observed in the plant. There was no flying at the field.
9. On 16 September, a truck driver of Bauunion Waren said that his firm has done improvement work at the airfield since the early summer and that he had driven a truck with cement from Wittstock airfield to Puetnitz airfield on 10 and 14 September. The cement was stored in one of the large hangars in Wittstock. The driver also stated that the old runway at Puetnitz airfield had been repaired but would no longer be used as a runway and that a new runway about 60 x 2,000 meters was to be built. (3)
10. In late September, Kunze (fnu), former deputy construction superintendent, was temporarily in charge with the supervision of construction at the field. The new construction superintendent of Bauunion Firm Dresden and the 200 special workers had not arrived. (F-3) About 800 laborers who were living in the vicinity of the field were discharged in September, so that concreting work on the runway progressed slowly. Three large concrete mixers were used in three shifts. From 2,500 to 3,000 square meters could be concreted daily. However, only about 1,800 square meters, namely a runway strip of about 30 meters was actually concreted daily because the laborers were dissatisfied with the working conditions. Source therefore believed that the runway would not be completed before 1 November 1951 if work progressed at this rate. (5) The concrete taxiways were completed and ready for use.
11. The three hangars, in which the Boddenwerft (shipyard) was housed, were evacuated in late September. (6) The machinery and material used for the construction of luggers were transferred to Stralsund. The quarters were still occupied by civilians, who, on 1 September, had been given notice to leave. The site occupied by a truck gardener had to be evacuated also. No military installations such as flight control building, weather station, radio installations or supply installations were available. There were no indications of an intended occupation of the field.

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**Comments.**

- (1) No information has been received from other sources on the future occupation of the field. The capacity of the barracks buildings is about 3,000 men.
- (2) Soviet Major Chashenko (fnu), was previously reported as the construction superintendent. . It appears that the change in the German construction staff, which was also reported by another source, took place in September.
- (3) The exact course of the runway and its length cannot be determined from available information. From the condition of the terrain the runway may run 3,000 meters in the E-W or SW-NE direction. In both cases no large-scale excavating or clearing work would be necessary. It is believed that the runway extends 2,200 to 2,500 meters from SW to NE. For location of Lange Raemel, see map GSGS 4424, sheet 1740, scale 1:25,000. The three buildings formerly housed the flight control station and the weather station of a German pilot school.
- (4) No information has been received on the course of the old runway and the former taxiway in the northern section of the field.
- (5) The intended target date for the completion of the work had been set for 1 October 1951. It will not be met. It appears doubtful whether the new target date of 1 November 1951 will be met according to information from other sources.
- (6) No definite information on the hangars at the field is available. At the end of the war there were three hangars for seaplanes and two for land planes. It is not known which of the hangars were destroyed.
- (7) It is not known whether the Boddewerft shipyard is actually housed in the former seaplane hangars. It appears more probable that the shipyard occupies the large hangars and boat-houses north of the three seaplane hangars by the seashore.
- (8) This supports the statement of the source of paragraph 4 that the old runway was connected to the new taxiway.

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